

**AGENDA ITEM #8.4****SEQUIM CITY COUNCIL  
AGENDA BILL 20-018****MEETING DATE:** February 10, 2020**FROM:** Matt Klontz, City EngineerMDK  
Initials**SUBJECT/ISSUE:** Eagle Crest Council Direction

Discussion dates				
<b>CATEGORY</b>	<input type="checkbox"/> City Manager Report	<input type="checkbox"/> Information Only	Time Needed for Presentation  10 Min	
	<input type="checkbox"/> Public Hearing	<input type="checkbox"/> Consent Agenda		
	<input checked="" type="checkbox"/> Other Business			
Reviewed by	Initials		Date	
Charles P. Bush, City Manager	CPB		2/5/20	
David M. Garlington, Public Works Director	dmg		2/3/2020	
Kristina Nelson-Gross, City Attorney	KNG		2.4.2020	
Sue Hagener, Admin Services Director	SH		2/6/2020	
Barry Berezowsky, Community Development Director	BB		2/5/20	
Sara McMillon, City Clerk	SEM		2/6/2020	

**PROBLEM/ISSUE STATEMENT**

On July 13, 2009, City Council amended a motion during the public hearing for the Kelley Annexation, "to include a condition that the roads of the subdivision be dedicated to the City of Sequim and be public roads." The annexation effectively changed the incorporated city limits to include the Eagle Crest Subdivision which originated as a residential development with private streets in the County. Following annexation, the Eagle Crest developer failed to follow through with the street dedication and never prepared the necessary legal documents for acceptance of the right-of-way by City Council. At this time, City staff is seeking Council direction whether to uphold the 2009 motion thereby allowing for the roads to be dedicated to the City of Sequim.

**ATTACHMENTS**

- 1) [Excerpts from July 13, 2009, City Council Meeting Minutes](#)
- 2) [Eagle Crest Recorded Plat](#)
- 3) [Eagle Crest Right-of-Way Dedication Research](#)

## DISCUSSION/ANALYSIS

City staff received a request from the Eagle Crest developer and the Homeowner's Association that the roads named American Eagle Drive and Talon Court be allowed to be dedicated to the City of Sequim. However, the decision to uphold the 2009 Council motion is a policy decision. An extended period has past and there is no legal obligation for the City to accept the streets. The streets are showing evidence of utility trench failure and separation from the curbing which prevents stormwater from reaching the treatment pond and offer little benefit to the overall transportation network. Eagle Crest is on the boundary between City and County, not included in the City's Urban Growth Area, and its streets offer nothing in the way of connectivity or increased mobility for other City residents. Additionally, the streets need repair and the 14-percent roadway grade of American Eagle Drive will be problematic during snow and ice removal.

Note that an important difference between the "Road Island" solution recommended by City staff last Council meeting is that "Road Island" was a single-through street with a "public-private-public" access. That is not the case with Eagle Crest.

## FINANCIAL IMPLICATIONS

Financial obligations associated with accepting the private roads and adding a new road system to the City's transportation grid have been evaluated by staff. The new road system would include ownership of the street pavement, curb and gutter, sidewalk, and the street illumination system. It does not include the stormwater conveyance and detention pond that serve the subdivision. It also does not include ownership and maintenance of the planter strip which is typically the responsibility of the adjacent homeowner except for street trees which are maintained by the City.

The annualized costs of operation and maintenance and long-term pavement preservation are reported below in current year dollars is as follows;

### Operation and Maintenance Costs

Street Sweeping -	\$2,000
Snow Removal -	\$1,000
Deicing -	\$ 400
Street Light Electricity -	\$ 600
Total Annual O&M -	\$4,000

### Long-Term Pavement Preservation Costs

<u>Asphalt Repair and Overlay in 15 Years - \$420,000</u> (Future Year 2035 \$)	
Uniform Annual Payment -	\$ 23,700

**Total Annual Costs – \$ 27,700**

The estimated total cost of necessary repairs in current year dollars is as follows;

### Short-Term Capital Costs for Repairs

Concrete Joint & Crack Sealing -	\$18,000
Concrete Traffic Curb Repair -	\$ 7,000
Concrete Curb Ramp Repair -	\$ 3,500
Utility Casting Pavement Repair -	\$ 6,500
Planter Strip & Sidewalk Weed Removal -	\$ 6,000
<b>Total -</b>	<b>\$41,500</b>

## **RECOMMENDATION**

Public Works sees no public benefit to any residents outside of the Eagle Crest subdivision if the City were to take ownership of the streets. Connectivity and mobility of the City's street system will not be enhanced, and maintenance and capital costs would be distributed to all taxpayers.

Staff looks to Council for policy direction on upholding the amended 2009 Council motion but recommends against public ownership on any other basis.

## **MOTION**

(Option 1): No motion would retain the status quo of private streets.

(Option 2): Move to direct staff to prepare paperwork to assume ownership of streets in the Eagle Crest Subdivision contingent upon the developer and/or the HOA bringing the streets up to standard as approved by the Public Works Director.